Wing Tips

Spring 2007 — Des Moines Flight Standards District Office

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2007 IS THE YEAR OF THE AIRPORT

CONTACT: ROY CRISS OR GARY HAGAN

515-256-5093

On December 18, 2006, Des Moines Mayor Frank Cownie signed and delivered a Proclamation making 2007 the Year of the Des Moines International Airport. The Airport will be celebrating its 75th anniversary the entire year.

Some of the activities planned throughout the year are: special purchase items from the Airport's gift shop and restaurant, an airport history display, participation in local parades, and participation by the Airport's commercial carriers.

The centerpiece of the celebration will be an Open House scheduled for June 30, 2007. The Open House will include static displays of vintage, modern and military aircraft. In conjunction with the Iowa Aviation Promotion Group (IAPG), Fly Iowa will be a part of the event. This means educational opportunities for children and concessions of all kinds.

Des Moines International Airport Board Chairman John Fitzgibbon explains, "This airport has come a long way and is a great asset to this community. We want everyone to be proud of their airport and enjoy the events."

Mayor Cownie's Proclamation urges all central Iowans to attend celebratory events for the Airport. Each event will be publicized with a release.

FAA to Propose Pilot Retirement Age Change

WASHINGTON, D.C. — Federal Aviation Administration (FAA) Administrator Marion C. Blakey announced that the FAA will propose to raise the mandatory retirement age for U.S. commercial pilots from 60 to 65. Speaking before pilots and aviation experts at the National Press Club, Blakey said that the agency plans to propose adopting the new International Civil Aviation Organization (ICAO) standard that allows one pilot to be up to age 65 provided the other pilot is under age 60.

The FAA plans to issue a formal Notice of Proposed Rulemaking (NPRM) later this year and will publish a final rule after careful consideration of all public comments, as required by law.

"A pilot's experience counts — it's an added margin of safety," said Blakey. "Foreign airlines have demonstrated that experienced pilots in good health can fly beyond age 60 without compromising safety."

On September 27, 2006, Administrator Blakey established a group of airline, labor and medical experts to recommend whether the United States should adopt the new ICAO standard and determine what actions would be necessary if the FAA were to change its rule. The Age 60 Aviation Rulemaking Committee (ARC) did not reach a consensus recommendation but did provide detailed insight and analysis that will be helpful as the FAA develops a rule.

Since 1959, the FAA has required that all U.S. pilots stop flying commercial airplanes at age 60. In November 2006, ICAO, the United Nations' aviation organization, increased the upper age limit for pilots to age 65, provided that the other pilot is under age 60.

The November 29, 2006 Age 60 ARC report, appendices, and public comments are available online at http://dms.dot.gov, docket number 26139.

Passport Required to Enter United States

There's a new item to add to your preflight checklist when flying outside the United States: Passport on board? Starting January 23, you'll need a passport to reenter the United States, even from Canada and Mexico.

The Western Hemisphere Travel Initiative, set forth by an act of Congress in 2004, requires everyone — including children — who travels by air to Canada, Mexico, Central and South America, the Caribbean, and Bermuda to have a passport to reenter the United States.

The passport requirement can be waived under certain circumstances.

- Personal emergency situations
- Reasons of humanitarian or national interest
- Lost or stolen passport (while overseas)

But if you just don't have a passport or forgot it, you will be delayed and have to go through extra screening. The Customs and Border Protection officials will use what proof of ID and citizenship you have to verify your information against its databases.

"Motivation will almost always beat mere talent."

NOTICE

FADEC Meet the Definition Of a Complex Airplane

The Federal Aviation Administration (FAA) has determined that airplanes equipped with retractable landing gear, flaps, and a full authority digital engine control (FADEC) meet the definition of being a complex airplane and may be used for commercial pilot and flight instructor certification.

To date, the FAA is only aware of the Diamond Aircraft Company's DA42 that would qualify as the kind of airplane that is equipped with a retractable landing gear, flaps, and FADEC, and would meet the requirements of being a complex airplane. Any questions about the other possible makes and models of airplanes that would qualify as being similarly equipped and be considered a complex airplane should be directed to the FAA's Certification and General Aviation Operations Branch, AFS-810.

FADEC is a system consisting of a digital computer (described as an electronic engine control (EEC) or electronic control unit (ECU) and its related accessories) that controls an airplane's engine and propeller.

FADEC is considered an essential part of the engine and propeller control. A complete failure of the FADEC may cause the complete loss of engine thrust. For redundancy reasons, FADEC incorporates two separate and identical digital channels. Each channel may provide all engine and propeller functions without restrictions. FADEC may be powered by the airplane's electrical system, and in most modern airplanes it uses power from a separate generator connected to the engine. FADEC systems are employed by almost all current generation turbine engines and increasingly in the newer piston engines.

ACTION! FAR 91.146

The Des Moines Flight Standards District Office received several inquiries requesting clarification of the newly published FAR 91.146 "Passenger-Carrying Flights for the Benefit of a Charitable, Nonprofit, or Community Event". The Federal Register/Vol. 72, No. 29 dated Tuesday, February 13, 2007, under Rules and Regulations provides the following clarification.

This final rule applies to commercial air tours conducted in airplanes and helicopters only. It does not apply to gliders (powered or unpowered), balloons, parachutes (powered or unpowered), gyroplanes, or airships. In this final rule, we address three groups of commercial air tour operations in airplanes and helicopters:

Group 1

This group of commercial air tour operators must be certificated under 14 CFR 119, to operate in accordance with either part 121 or 135. Part 121 and part 135 contain operational, safety, and training rules for these operators. Additionally, this group must comply with the safety provisions in part 136. This first group continues to be subject to the drug and alcohol testing requirements of parts 121 and 135.

Group 2

This group consists of air tour operators that would have been certificated as an air carrier like the first group if it weren't for the 25-mile exception in §§ 119.1(e)(2), 121.1(d), and 135.1(a)(5). Because of the exception, this group is allowed to conduct flights under the operating rules of part 91. The exception will continue, except for flights over the Grand Canyon National Park. Even though flights are not conducted under part 121 or part 135, this second group of operators continues to be subject to drug and alcohol testing requirements. The number of flights allowed is not limited, but private pilots may not be used. Each operator must apply for, and operate in accordance with, a Letter of Authorization (LOA) issued by the FAA. This group must comply with the safety requirements of part 136 subpart A (as mandated in § 91.147).

Group 3

This last group of operators conducts commercial air tours for certain charitable, nonprofit, and community events. The flights of this group will be limited to the 25-mile exception. This final rule establishes a new § 91.146 for charitable, nonprofit, and community event flights allowing them to continue operating in part 91.4 Section 61.113(d) is revised to delete the word "airlift," and a reference to the new § 91.146 is added to allow private pilots to fly such events, and it allows them to operate without drug and alcohol testing. Private pilots must have at least 500 hours total flight time. Sponsors and their pilots for charitable and nonprofit events are limited to four events each calendar year. Sponsors and their pilots for a community event are limited to one event per calendar year. An "event" may involve several flights but may not last more than three consecutive days. New § 91.146 defines three kinds of flights that can be operated under part 91, and need not be operated under part 135. The operators of these flights must comply with the safety requirements in part 136 subpart A, but are not required to conduct drug and alcohol testing. This group was previously allowed to operate without drug and alcohol testing requirements through individual exemptions. The language from those exemptions is incorporated into § 91.146.

Before this rule:

Section 91.146 did not exist.

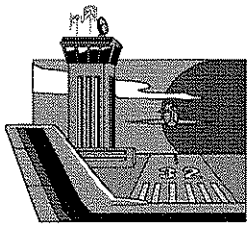
PART 61

Section 61.113 Paragraph (d) of this section provided for the use of private pilots during charity flights. The section contained certain conditions and limitations on how private pilots could operate for compensation or hire in the interest of charity. Some of those conditions and limitations included who was considered a charity, how a sponsor must notify the FAA of an operation, what kind of airport was acceptable for such operations, the airworthiness of the aircraft in operation, and must have to operate such flights.

After this rule:
Section 61.113 now directs the reader to 91.146.

PART 91
FAR 91.146
Many of the conditions and limitations from 61.113 are retained in this new section. They are kept mostly intact with some revisions to the private pilot hour requirement, what information the FAA requests of the sponsor, and the number of events a sponsor and pilot may participate in each year.
New requirements in this section include:

1. We define the terms charitable event, non-profit event, and community event.
2. A private pilot operating a flight described in this section must have 500 hours. This is increased from the previous requirement for 200 hours.
3. Operations under this section are limited for sponsors and pilots. No sponsor or pilot may exceed four charitable or non-profit events per calendar year, or exceed one community event per calendar year.
4. All flights under this section must be non-stop, beginning and ending at the same airport, and flown within a 25-mile radius of the airport. This has always been the case, but not as easy to find.



SUBJECT: Taxi into Position and Hold (TIPH) - Guidance for Pilots

Purpose: This InFO announces important new ATC procedures and phraseology to improve runway safety, effective Feb. 5, 2007, and recommends pertinent safe practices for pilots.

Background: Runway safety continues to be one of the most important safety challenges confronting the commercial aviation industry and the FAA. Because of a recent rise in TIPH events, the FAA convened a Safety Risk Management Panel to analyze accident and incident data, and to make recommendations for change. Among the outcomes of the Panel's work are revised ATC procedures and recommended safe practices for pilots, addressed below.

Discussion:
Key points include the following:

1. ATC will normally withhold landing clearances on a runway while another aircraft is holding on the same runway.
2. ATC will issue traffic advisories to aircraft holding in position and to aircraft holding, departing, or arriving on an intersecting runway.
3. When cleared to "taxi into position and hold" a pilot should anticipate an imminent takeoff clearance. A pilot should ask ATC about any unexplained delay in receiving that clearance.
4. When holding short and when holding in position, a pilot should be especially attentive to all radio transmissions from ATC, as well as acknowledgments from other aircraft.

More detailed *Guidance for Pilots* can be accessed at the following FAA public web site:

http://www.faa.gov/runwaysafety/cockpit.cfm
(Under "Information for" click on "Pilots").

Recommended Action: Directors of safety, directors of operations, fractional ownership program managers, trainers, and pilots should be familiar with the improved ATC procedures and phraseology effective February 5, 2007. They should work together to the extent necessary to address TIPH, as revised, in the manuals and training programs used by pilots, and to apply the practices contained in *Taxi into Position and Hold (TIPH): Guidance for Pilots* (found at the aforementioned URL) in daily operations.

"Be like a postage stamp.
Stick to one thing until you get there."

FAA allows cataract surgery, special contact lenses for pilots

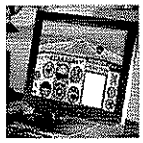
If intraocular lens implants (IOLs) or bifocal or multifocal contact lenses are helping you see clearly, here's some good news.

FAA policy now allows pilots who have had cataract surgery with an IOL and those who wear bifocal or multifocal contact lenses to get a medical certificate. Prior to recent advances in manufacturing technology, the FAA did not allow pilots to fly with these implants or contact lenses.

Multifocal and accommodating IOLs allow a person to see well at various distances without needing glasses or contacts. The only catch is that you will need to wait 90 days after your cataract and IOL procedure before applying for a medical.

For bifocal or multifocal contact lenses, you will need to wear them for one month before visiting your aviation medical examiner (AME).

In each case, you'll need to have your optometrist complete an FAA Report of Eye Evaluation (FAA Form 8500-7) before your flight physical. The AME can sign you off for your medical certificate as long as there are no complications or adverse side effects and your vision meets the standards for the class of medical certificate you want.



FAA Proposes to Revamp Part 61 Regulations on Pilot Certification

The FAA is proposing a major overhaul of its pilot certification regulations — FAR Part 61 — that includes more than 200 changes.

The FAA is proposing major recommendations.

- Eliminate the CFI certificate renewal requirement, allowing CFIs to keep their same certificates while renewing their privileges
- Extend the duration of a student pilot certificate to coincide with the duration of a third class medical certificate

This move would make a student pilot certificate good for 36 months for those under 40, and 24 months for those 40 and over.

- Allow the use of personal computer-based aviation training devices (PCATDs) to meet instrument currency, requirements for logbook entries, and credit for use of a flight simulator or flight training device (FTD) for the private and commercial pilot certificates

Pilots in the past have been required to carry their "valid" pilot certificate, but the FAA's amendment would require pilots to carry a "current and valid" pilot certificate.

"It is never too late
to be what you might have been."

NEW Services for ASRS PROGRAM USERS

You've had a brief introduction to two new ASRS services in recent issues of *CALLBACK* – Electronic Report Submission (ERS) and the ASRS Database Online. Now we'd like to give you more information about both, and explain how you can begin accessing these new services through the ASRS web site at: http://asrs.arc.nasa.gov.

Electronic Report Submission (ERS)

Electronic Report Submission (ERS) is the ability to fill out an ASRS reporting form on a computer and send it to ASRS using a secure Internet connection. ERS is a long-awaited technological development that will provide ASRS program users with a quick, convenient, and secure way to submit incident reports to the program.

Here's how ERS works: A user goes to the ASRS web site (http://asrs.arc.nasa.gov) and clicks on

"Electronic Report Submission." This link leads to a page with additional links to the four types of ASRS reporting forms (General Pilot, Air Traffic Control, Maintenance, and Cabin). A user chooses their particular reporting form to fill out and "Send Electronically," or fill out a form and "Download and Print" it for mailing.

ASRS has fully explored privacy protection and confidentiality concerns for secure ERS. Working with NASA's Jet Propulsion Laboratories (JPL), ASRS has applied sophisticated new technology to ERS that will ensure that users' identities remain protected. Of the 715,000+ reports received to date, no reporter's confidentiality has ever been compromised.

ASRS encourages program users to take advantage of the new ERS capability. Currently, ASRS receives more than 40,000 reports annually from pilots, air traffic controllers, cabin crew, mechanics, and others involved in aviation operations. In the two months since ERS became operational, ASRS has received more than 1,331 electronically submitted aviation safety incident reports.

The ASRS Database Online

Another new service for ASRS program users is the **ASRS Database Online**. Now for the first time, users of ASRS data can perform their own database searches, download incident reports, and have immediate access to a valuable source of aviation safety information. The Database Online is accessible at the ASRS web site: http://asrs.arc.nasa.gov/search.htm.

The ASRS Database is the world's largest repository of voluntary, confidential safety information – provided by aviation's frontline personnel, including pilots, controllers, mechanics, flight attendants, dispatchers, and others. The database includes the narratives submitted by reporters (after they have been sanitized for identifying details). These narratives offer an exceptionally rich source of information for policy development, human factors research, education, training, and more.

Users may access the Database Online by going to the ASRS web site and clicking on "Database Information," then "Go Directly to the ASRS Database Online," which opens the Search page. In addition to allowing users to immediately begin a database search, the Search page contains background information for new users, search strategies, sample searches, database fields, and properties of ASRS data.

The "engine" for the ASRS Database Online is a browser-based, cross-platform "Web Query" enhancement developed by ASRS. Users may retrieve reports by searching on the specified fields. The ASRS Database Online makes it easier than ever for users to independently explore ASRS data for themes, patterns, and issues of interest.

We would appreciate your feedback about the ASRS Database Online. Planned future enhancements include the ability to download the data in other useful formats.

WINGS AWARDS

Phase I
Steven L. Wolfe, Jennifer Sigg

Phase II
Thomas P. Burns, David W. Lacina, Bradley R. Thompson, Scott Ulve, Douglas Brotherton

Phase III
Robert L. Cozine, William K. Stout

Phase IV
Brian P. Sires, Mark G. Lorenz

Phase V
Lynn R. Taylor, Donald A. Gurnett

Phase VI
Ron Gordon

Phase VIII
Richard Peirce

Phase IX
Sarah Barber, Charles Wehage

Phase XII
David R. Hummel, Harm Olthouse

Phase XIII
Gary Maas, Danny D. Campbell

Phase XXII
John A. Pabst

AVIATION MAINTENANCE TECHNICIAN AWARDS

Phase I
Randall G. Simpson

Phase II
Daniel M. Stoolman, Gary L. Bohlken, Ronald D. Sanders

Phase III
Doug A. Nehls

Phase IV
Steven J. Dirks

INCIDENTS

The Commercial pilot of a CE-303 made a precautionary landing due to a suspected gear problem. The aircraft landed without incident with no injuries or damage to the aircraft.

A Commercial pilot in a PA-28 made an emergency off-airport landing due to engine failure. The aircraft sustained minor damage when hitting a fence on landing.

A Commercial pilot and Instructor were involved in a landing incident when the PA-31T ran off the runway during a cross wind landing.

A Student pilot flying a CE-152 made an off-airport landing while practicing simulated engine-out maneuvers. When the pilot applied power to recover from the maneuver, the engine quit. The temperature at the time was -10 degrees C. There was no damage to the aircraft and no injury to the pilot.

The Private pilot in an LL-8-A was involved in a landing incident when the aircraft's right brake locked on landing. The aircraft impacted a snow bank and flipped over causing minor damage to the aircraft. The pilot was not injured.

ACCIDENTS

A PA-24 sustained substantial damage when the aircraft landed gear-up. The pilot and passenger were not injured. The pilot had declared an emergency with ATC due to improper operation of the landing gear. Initial investigation revealed possible previous damage to the nose gear assembly.

The pilot and passenger were fatally injured when the Sea Bee aircraft impacted the ground. The pilot was attempting a forced landing. Witnesses saw the aircraft pitch up prior to hitting the ground. The aircraft was destroyed on impact. There had been reports from the pilot of having fuel problems and the heater not working.

Until Next Time!
Have A Safe Flight

Kenneth F. Rieger
Manager, DSM FSDO